

## Shoreham Parish Council - Highway Improvement Plan/Action Plan

Document control:

Revision no:	Date:	Purpose of revision
0	11/06/2020	First Issue
1	12/11/2020	Amended – PC to KCC
2	19/02/2021	Reviewed and amended – KCC to PC

HIGHWAY IMPROVEMENT PLAN – Stage 1 – <i>(Parish Council to list with as much information as possible and in priority order their issues and then send to KCC contact ).</i>			ACTION PLAN – Stage 2 <i>(to be completed by KCC contact and regular updates provided to the Parish Council)</i>			
Priority	Location	Problem & Potential solution (if known)	Action/Programme (Who/When)	C o s t Estimate	Funding Source	KCC Comments

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1	A225 between Otford gateways and Preston Farm	Traffic moves too fast along this stretch of road and the current national speed limit is inappropriate for the environment. KCC's Active Travel Strategy is encouraging people to walk, cycle and use public transport but it is not safe to do this along this stretch of road. The road is crossed by people using the bus service, which has recently been changed to by-pass Shoreham Village, and by school children. The A225 bisects several public footpaths and bridleways which are used by walkers and horses and there are several properties with direct access onto the road for whom turning into the road is hazardous. In order to ensure the speed limit is more appropriate for the environment and its users, a reduction to 40mph is requested.	<p><b>1. KCC to review traffic data and produce proposals for speed limit. Parish Council to be updated by end of March 2021.</b></p> <p><b>2. KCC to undertake pedestrian surveys once schools return and to carry out assessment of suitability for pedestrian islands.</b></p> <p><b>3. KCC to progress designs for a speed limit reduction, and update PC by end of March.</b></p> <p><b>4. KCC to assess request for pedestrian refuge islands and advise parish council by end of April – dependent on surveys taking place in March.</b></p>	<p><b>1. NA</b></p> <p><b>2. NA</b></p> <p><b>3. 9k</b></p> <p><b>4. TBC</b></p>	<p><b>1. KCC</b></p> <p><b>2. KCC</b></p> <p><b>3. TBC</b></p> <p><b>4. TBC</b></p>	<p><b>1. Speed limit review would be to DfT guidance in circular 01/2013 'Setting local speed limits'</b></p> <p><b>2. KCC to arrange pedestrian surveys at locations for proposed crossing points. Surveys to be undertaken once schools return. These surveys will help to ascertain if pedestrian refuge islands are feasible. These surveys will need to be considered alongside other guidance and design standards.</b></p> <p><b>3. Should the findings support a speed limit reduction a funding source would need to be identified for this. A Traffic Regulation Order (TRO) would cost in the region of £3,000-£4,000. A typical signing and lining only speed limit scheme would cost around £5,000. Additional engineering measures could add significantly to the overall scheme cost. A typical speed limit scheme may take from a minimum of 6 months to a year from start of consultation to installation on site.</b></p> <p><b>4. Should the findings support the installation of traffic island(s) a funding source would need to be identified for this. The cost for a pedestrian refuge island with dropped kerbs on either side of the road starts at around £7,500 and can increase significantly if additional costs are incurred. These costs could include widening of the carriageway, drainage provision or alteration, utility diversions to name a few.</b></p>
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2	Whole village of Shoreham from entry points at Station Road, Filston Lane and Shacklands Road.	<p>There is a problem with vehicles and bicycles speeding along the High Street and Church Street. Pavements in Shoreham are narrow and people often have to resort to walking in the road. This includes the numerous children, who have to cross these roads in order to reach the entrance to their primary school, which is located right in the centre of the problem 'zone'. A reduction in speed limit throughout the village from 30mph to 20mph would make it safer for all road users, pedestrians, cyclists, horses and drivers alike.</p> <p>A traffic survey undertaken by the Parish Council recorded that 95% of respondents were in favour of this.</p>	<p><b>1. KCC to undertake traffic surveys (TBC)</b></p> <p><b>2. Speed limit review (desktop study and site visit) (timescale to be agreed)</b></p> <p><b>3. Review traffic survey data and report back with overall recommendations. (timescale to be agreed).</b></p>	<p><b>1. N/A</b></p> <p><b>2. N/A</b></p> <p><b>3. 9k</b></p>	<p><b>1. KCC</b></p> <p><b>2. KCC</b></p> <p><b>3. TBC</b></p>	<p>KCC to action this request after priority one has been completed. This request may not be actioned until the following financial year.</p> <ol style="list-style-type: none"> <li>1. KCC to arrange traffic surveys at locations to be agreed by Parish Council.</li> <li>2. Desktop study and site visit would be working to DfT guidance in circular 01/2103 'Setting local speed limits'.</li> <li>3. Should the findings support a speed limit reduction, a funding source would need to be identified for this. A Traffic Regulation Order (TRO) would cost in the region of £3,000-£4,000. A typical signing and lining only speed limit scheme would cost around £5,000. Additional engineering measures could add significantly to the overall scheme cost. A typical speed limit scheme may take from a minimum of 6 months to a year from start of consultation to installation on site.</li> </ol>
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3	Whole village of Shoreham	<p>Too many HGVs are driving through the village. The narrow streets and listed bridge are unsuitable for such large vehicles. Weight restriction signs at the 3 entry points to the village (Station Road, Filston Lane and Shacklands Road) preventing HGVs except for access should reduce the number of such vehicles coming into the village.</p> <p>A traffic survey undertaken by the Parish Council recorded that 99% of respondents were in favour of this.</p>	<b>1. KCC to investigate possible measures to limit HGVs through the village.</b>	<b>1. TBC</b>	<b>1. TBC</b>	<p><b>1. An initial desktop study indicates that a width limit is already in place for Shoreham Village. KCC to carry out signage review to ensure existing signage is adequate. Has the Parish Council considered signing up to Lorry Watch. This scheme aims to empower local residents to record the details of HGVs that are inappropriately using a road. This data is passed to the Freight Officer at KCC who liaises with the Police when a restriction has been broken. In this instance, there would be no law broken but the benefit of collecting this data would be to build a picture of the numbers of lorries using the road and which companies are using it. The Freight Officer has offered to contact the businesses who regularly use the lane and discuss alternative route selection.</b></p> <p><b>Lorry Watch has proven very successful in a number of other locations around Kent. We are told that the temporary Lorry Watch signing alone has shown significant decreases in HGV traffic in some areas. Further information can be found at <a href="https://www.kent.gov.uk/roads-and-travel/travelling-around-kent/lorries-and-hgv/lorry-watch">https://www.kent.gov.uk/roads-and-travel/travelling-around-kent/lorries-and-hgv/lorry-watch</a>.</b></p>
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4	High Street, north eastern end	<p>There is an on-going problem with parking in Shoreham village despite there being a free car park at the southern end of the village. Visitors arriving from Shacklands Road at the northern end of the village may not be aware that there is a car park so a sign around 500m away showing the direction of the car park, should ensure it is better used, resulting in a reduction in the number of vehicles parked on the streets.</p> <p>A traffic survey undertaken by the Parish Council recorded that 91% of respondents were in favour of this.</p>	<b>1. KCC to assess suitability of car park signs.</b>	<b>1. £200</b>	<b>1. KCC</b>	<b>1. KCC can assess the suitability of installing a car park sign at the suggested location. Following an assessment, a sign could be installed within 3-6 months. This could be progressed as a 'quick win' in the coming financial year (2021-22).</b>
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5	Bends next to The George pub, Church Street	<p>Visibility is poor coming around these bends both from the station and from the village centre. Cars parked on the bends exacerbate the problem. Vehicles often travel too quickly around the bends making it dangerous both for on-coming traffic as well as pedestrians. Changing the surface of roadway to buff non-skid asphalt would indicate an environment where careful negotiation between road and footpath users is required and would encourage drivers to slow down.</p> <p>A traffic survey undertaken by the Parish Council recorded that 74% of respondents were concerned about these bends.</p>	<p><b>1. KCC to carry out assessment of issues experienced in the village. (timescales TBC)</b></p> <p><b>2. KCC to investigate feasibility of coloured surface patch or other mitigating measures (timescales TBC).</b></p>	<p><b>1. NA</b></p> <p><b>2. 7k</b></p>	<p><b>1. KCC</b></p> <p><b>2. TBC</b></p>	<p><b>1. KCC can undertake an assessment of traffic through the village and provide the Parish Council with possible options. Should the parish wish to progress any of the proposals a funding source will need to be identified.</b></p> <p><b>2. Installation of high friction surfacing would normally require the carriageway to be resurfaced in order to provide a sound even surface for the high friction surface to adhere to. Typical costs for a coloured surface patch are normally in the region of £5,000. We would usually need to close the road in order to undertake this type of work and costs can start at around £2,000 but can increase significantly if additional charges are incurred. Should a coloured surface be the preferred option a funding source would need to be identified for this.</b></p>
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